

A PLAN FOR THE GREATER MID-COAST REGION

Transportation, Economic Vitality and Community Livability at the Crossroads

**Prepared by
Region 5 Regional Transportation Advisory Committee**

**With Assistance from
Mid-Coast Regional Planning Commission**

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INTRODUCTION

The 2002 Mid-coast Region Regional Advisory Report was prepared by the Region 5 Regional Transportation Advisory Committee (RTAC) for the Maine Department of Transportation (MDOT) and the Mid-Coast Regional Planning Commission as an update to an earlier report prepared in 1997. It places a greater emphasis on the link between transportation and land use, and the need to develop a long-range vision for addressing the transportation needs of the region. It also recognizes the important role that non-highway modes of transportation play in creating a comprehensive, balanced, multi-modal transportation system to meet the mobility needs of the region in the coming decades.

The Regional Advisory Report also contains a brief demographic overview of Region 5, and contains RTAC recommendations for consideration by MDOT as it develops its Plans and Programs. The next stage of the planning process will involve MDOT response to RTAC advice, especially that which has been prioritized by the RTAC. Once the report is finalized, MDOT-adopted RTAC advice will be incorporated into its 2004-2009 Six-Year Plan.

The Regional Advisory Report includes an overview of the Region 5 transportation system. This draft of the Regional Advisory Report is different from prior RTAC 5 reports because it also considers planned improvements to the transportation system in a larger region referred to as the *Greater Mid-Coast*. This larger region can be described as the area between Brunswick and Bangor along the I-95, between Bangor and Bar Harbor along Routes 1 A and 3 and finally along Maine's seacoast from Bar Harbor southwesterly to Brunswick. Its boundaries extend beyond those of RTAC 5 into portions of RTAC's 2, 3, and 4 because the social, cultural and economic activities in this region are strongly related. State transportation investments in this and other regions not only impact the local area, but also impact the region. Regional transportation and land use planning, particularly along transportation corridors would assure such impacts are minimized

This is a first attempt to correlate and coordinate the numerous interrelationships between the transportation system and the associated physical environment. As with any advisory report this is a living document and subject to changes as deemed necessary by RTAC 5. The report describes current, proposed and potential multi-modal transportation investments by the Maine Department of Transportation (MDOT). With this information, RTAC 5 and MDOT intend for communities where those investments are planned to seize the opportunity to identify and communicate local values or goals that make their community and this region such a vital part of the Maine experience. In this way MDOT and communities can strengthen the link between land use and transportation and the importance of coordinating efforts to manage growth along all transportation corridors of statewide significance. Through this report, RTAC 5 and MDOT intend to generate a dialogue between the RTAC, communities, business and environmental interests as well as interested citizens such that important information will surface. This information can then be used to define and refine potential transportation projects and local land use initiatives to achieve economic vitality and community livability

I. REGIONAL OVERVIEW

RTAC Region 5 encompasses all of Knox, Lincoln and Sagadahoc Counties, all of Waldo County except Burnham, Troy and Unity; and includes Brunswick and Harpswell in Cumberland County. There are a total of 72 municipalities in Region 5.

1. POPULATION

The population of Region 5 grew from 155,512 people in 1990 to 167,145 people in 2000, for a gain of 11,633 or 7.5%. Maine experienced a growth of 4% during the same period. Population growth within the region was not evenly distributed, but tended to be highest in the smaller communities along the coast, and lowest in the cities. Over the past 30 years, the region's population has grown from 112,387 to 167,145; a gain of 54,758 people or 48.7%. Population projections for 2015 shown in the following chart are from the Maine State Planning Office. The following table contains population data for the region as reflected in the U.S. Census.

RTAC-5 Population Changes 1970 – 2000							
Jurisdiction	1970 Census	1980 Census	1990 Census	2000 Census	2015 Projected	% Change 1990-00	% Change 1970-2000
Cumberland Co. towns	18,747	21,162	25,918	26,411	27,943	1.9	40.9
Knox County	28,968	32,877	36,264	39,618	44,269	9.2	36.8
Lincoln County	20,537	25,691	30,357	33,616	37,999	10.7	63.7
Sagadahoc County	23,432	28,795	33,535	35,214	38,142	5.0	50.3
Waldo County towns	20,703	25,340	29,438	32,285	36,279	9.7	55.9
Total RTAC-5	112,387	133,865	155,512	167,145	184,632	7.5	48.7

One of the trends affecting Region 5 is an influx of retirees into coastal communities, resulting in a reduction in average household size. This has important implications for the transportation network; younger families and year-round working residents will continue to seek cheaper housing inland as more affluent retirees bid up the price of housing and land in coastal regions. Since job growth is expected to continue along the Route 1 corridor, more workers will travel longer distances over the region's roads. As the year round population, the tourists, and the seasonal residents continue to increase, highway congestion will likely continue to worsen along the Route 1 corridor.

2. EMPLOYMENT

The Route 1 corridor is the economic powerhouse of Region 5, as reflected in employment figures and the fact that the region's largest employers, including the Brunswick Naval Air Station, Bath Iron Works, and MBNA, are located within the corridor. The tourist industry, as a whole, is also a major regional employer. Based on information obtained from the Maine Department of Labor, 55% of the jobs in Region 5 are located in just four major Route 1 employment centers: Bath, Brunswick, Rockland and Belfast, (a year-2000 average of 36,640 jobs out of 66,455 jobs for the region), while

77% of the region's jobs are located within eight major Route 1 communities as shown in the tables below. Many of the employees who work in these communities commute to work along the region's collector road network and Route 1 and, to a lesser extent, other regional arterials.

RTAC-5 Average 2000 Employment – Eight Largest Coastal Communities Region 5 Total: 66,455			
Municipality	2000 Employment	Municipality	2000 Employment
Bath*	10,403	Rockport	2,241
Belfast*	6,659	Topsham	3,099
Brunswick*	12,532	Waldoboro	1,502
Camden	3,703	Wiscasset	1,572
Damariscotta	2,547	Total	51,304
Rockland*	7,046	% of Total for Region	77%
* Largest Four Communities employed 36,640 (55% of Total) in 2000			

As the region continues to grow, more and more commuters will utilize the region's highway networks unless there are public transportation alternatives. It is anticipated that Route 1 communities will continue to provide the majority of employment opportunities in Region 5.

II. TRANSPORTATION OVERVIEW, MDOT INITIATIVES & RTAC ADVICE

1. OVERVIEW OF HIGHWAYS, BRIDGES, TRAFFIC AND TRENDS

Region 5 is served by 173 miles of principal arterials, 69 miles of minor arterials, 519 miles of major and urban collectors, 395 miles of minor collectors, and 2,045 miles of local roads.

Arterials. The State Planning Office reports that the gross state product for 1999 was \$34 billion. 87% of the State of Maine's freight is delivered by truck using the highways and local road networks. Interstate and arterial roads account for only 12% of all roads, but carry over 62% of the total vehicle miles traveled. In Region 5, arterials provide relatively high overall travel speeds between larger population centers, including communities within the region as well as those in other parts of Maine and beyond. They are the region's most important roads:

- *Interstate 95 connects Maine to the rest of the continental United States. It runs through the western portion of Region 5, passing through Brunswick, Topsham, Bowdoinham and Richmond and provides access through Augusta to Routes 17 and 3, which also serve the region.
- *U.S. Route 1 is the most important highway serving Region 5. It is a principal arterial from Brunswick to Ellsworth and is part of the National Highway System. It runs through all of the region's service centers including Brunswick, Bath, Wiscasset, Waldoboro, Thomaston, Rockland, Camden and Belfast. Increasing demands by businesses, residents and tourists have resulted in a deterioration of operating conditions and congestion along the corridor, particularly during the summer months in Brunswick, Wiscasset, Camden, Searsport and in Ellsworth. Route 1 does not provide high-speed access to all areas of the region. Although there are sections where the speed limit is posted at 45 or 55 miles per hour, actual travel speeds often fall below these limits. During

certain times of day near the weekends in summer, recorded delays due to traffic volumes have frustrated many.

- Route 17 provides an important connection between Augusta (located in Region 4) and Rockland and is one of several means of accessing I-95. Route 17 is a minor arterial and is largely rural and sparsely developed. It supports 55 mph traffic except within the limits of the two cities.
- *Route 3 connects Augusta (Region 4) and Belfast and Ellsworth and Bar Harbor (Region 2); it too is part of the National Highway System. This arterial generally supports 55 mph speeds except in the Ellsworth to Bar Harbor section during summer months.
- Route 90 provides an important link between Route 1 in Warren and the Rockport/Camden area. It serves as a bypass of the Thomaston/Rockland area.
- Route 27 links Gardiner (in Region 4) and Wiscasset with a 55 mph roadway, and also connects Wiscasset and Boothbay Harbor.
- Route 196 serves the Brunswick/Lisbon/Lewiston corridor (Region 7) and provides access to I-95.
- *Route 1A extends north from Stockton Springs and connects the mid-coastal area to the Bangor area (Region 3). Another portion of Route 1A connects Brewer to Ellsworth. Both are part of the National Highway System.

***National Highway System:** From I-95, the most direct access to Maine's mid-coast occurs by traveling easterly on Routes 1 from Brunswick, or 3 from Augusta, or I-395 and 1A from Bangor. These routes are considered the 'mainlines' from southern, western and northern points to the many ports along Maine's extensive seacoast. To assure their continued viability as the 'mainlines' to the greater mid-coast region, the MDOT considers their multiple functions when programming capital investments. Along with I-95, these routes are considered part of the National Highway System because they serve major population centers, seaports, airports, public transportation facilities, other inter-modal transportation facilities and major travel destinations. As such, they must meet national defense requirements, and serve interstate and interregional travel. To put it in perspective, these primary routes provide access to:

- The State Capital area, several University of Maine campuses, satellite facilities and technical colleges and training facilities, the Bangor Mall and other regional shopping areas, Brunswick Naval Air Station, Bath Iron Works, Dragon Cement, Winterport Terminal, Champion Paper, MBNA, Jackson Labs and other high employment or production centers;
- Major population centers of Augusta, Bangor, Brunswick, Bath, Rockland, Belfast, Ellsworth, Mount Desert Island and points beyond;
- Several Hospitals, State institutions and parks, Acadia National Park, public and private museums, fair grounds, historic sites of state and national significance, and major centers of outdoor recreation;
- Several major seasonal destinations including the Boothbay Region, Pemaquid, Rockland, Camden-Rockport, Belfast, Bar Harbor and numerous other points of interest;
- The port of Searsport, one of Maine's three deep water seaports; and
- Several ferry terminals that offer service to numerous island communities as well as to Canada.

These routes also:

- Serve the waterfronts of Bangor, Brewer, Augusta, Bath, Bucksport, Rockland and Belfast and provide access to several airports including the Knox County Regional Airport, Augusta State Airport, Bangor International Airport, Belfast, and Hancock County Airport to name a few;
- Host intercity bus lines; and
- Are considered part of Maine's Heavy Haul Truck Network and so must assure safe and efficient movement of goods throughout the region.

Other Important Highways: Numerous other highways in the region serve important functions as well. These include Arterial Routes 15, 17, 27, 90, 196 as well as Major Collector Routes 1B, 7, 9(202), 11, 24, 27, 32, 52, 69, 73, 96, 97, 104, 123, 124, 125, 126, 127, 129, 130, 131, 137, 138, 139, 141, 173, 174, 194, 197, 201, 209, 213, 218, 220, and 226 as well as portions of Route 15. In addition to Major Collector Routes, Minor Collectors provide more local connections within and through communities.

Challenges facing the region's highway network include:

- A growing population, resulting in more people using the same roads;
- The migration of people from cities to rural areas, resulting in more frequent and longer trips to work and shop;
- Vehicle miles of travel and traffic growing faster than the population;
- Increased delays;
- Insufficient planning – some municipalities have enacted comprehensive plans designating growth areas on arterials without appropriate access management measures. Other communities have no long-range plans.
- There is little public transportation;
- By the year 2020, more than 18% of Maine's population will be 65 or older; thus, Maine's future transportation system must adapt to the needs of an increasingly elderly population.
- Strip commercial development along Route 1 and other major roads, results in more curb cuts, turning vehicles, reduced speed limits and more accidents (many towns have zoned their highways for strip commercial development). Route 1 serves a sometimes conflicting role of providing mobility and access;
- Route 1 and 1A travels through some scenic historic areas where the traditional village growth patterns are still somewhat intact. Certain highway design standards and planning approaches have been met with resistance from some of the communities.

Traffic. The following table includes Annual Average Daily Traffic counts from selected locations in the Region. Seasonal traffic may alter these numbers significantly. Overall, traffic volumes have shown the greatest growth on Route 1 between Brunswick and Rockland, and on Route 3 in Belfast.

<i>RTAC-5 Annual Average Daily Traffic</i> At Selected Locations											
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Route 1											
Bath (west of divided highway)			8800			8430		7250			
Brunswick (west of divided hwy)	26,060		26,200			27,340					31,560
Wiscasset (west of 27)		16,000	16,900								19,770
Waldoboro (east of 220)	7,870		9,220								11,290
Rockland (near Rockport line)			12,000	12,370		13,140		13,200			
Camden (near Lincolnville line)	6,190	6,280				6,600		8,060			8,550
Route 17											
Augusta (w of urban area)				6,890			7,510		7,780		
Washington (east of 220)	3,580		4,220			3,960		4,880			5,550
Rockport (just w of 90)			5,610			6,640		7,330			
Route 3											
Augusta (w of urban area)		8,240		10,290		9,600	9,370		10,210		
Montville	3,470		3,700			3,530		4,500			5,000
Belfast (w of urban area)	9,380					10,390		11,970			11,660
Route 27											
Pittston (near Morton stream)	9,820	10,220		10,720		10,280			11,520		
Dresden (S of village)			3,600			3,650					3,860
Wiscasset (N of Route 1)			5,530								6,800
Edgecomb (just S of Route 1)						5,510					5,490

RTAC Recommendations:

General: Route 1's designation as a National Highway System (NHS) highway and its proximity to Maine's pristine coastline make it a highly attractive route for visitors. At the same time, it serves as the lifeline for residents and businesses that have no other principal highway access to other parts of Maine. The economic need to provide for an efficient travel corridor must be balanced against the need to preserve and/or enhance community livability.

- A. NHS Re-designation.** Reconsider NHS designation on Route 1 in from Warren to Rockport.
- B. Education Campaign.** MDOT should develop and implement an education campaign regarding the NHS system, its functions and purposes as well as funding implications.
- C. MDOT municipal assistance.** Provide technical and financial aid to communities in responding to potential transportation projects; that assistance will help better define projects.
- D. Speed limit evaluation.** As projects are planned, evaluate existing posted speed limits and make adjustments (increases or decreases) to ensure that existing highways meet the goal of balancing the needs of through traffic and quality of life.
- E. Rural Advance Traveler Information System (RATIS).** Work to implement a Rural Advance Traveler Information System that would provide travelers information on traffic conditions, safety and emergency access.
- F. Tourist traffic.** Once the Augusta 3rd bridge is built, use Turnpike signs to direct down-east travelers to Routes 3 and 17. This may succeed in directing traffic away from some of the more heavily congested areas of Route 1.
- G. Scenic Loops.** In consultation with local communities, encourage the designation of alternate scenic routes or loops through signage, kiosks, printed maps or other methods.

Funding: The lack of adequate funding to fully maintain the highway system over a period of decades is the root cause of the reconstruction backlog. It has also necessitated a heavy reliance on bonding to support highway construction projects. Despite supplemental General Fund support and increases in the gas tax and other fees in recent years, MDOT faces significant challenges in eliminating the arterial backlog in 10 years and the major collector backlog in 20.

- A. Bonding.** Reduce the extent to which MDOT relies on bonding to fund major reconstruction projects.
- B. Additional Funding and Funding Sources.** Continue to seek additional funding to improve and maintain the highway system, address the reconstruction backlog and to help subsidize alternative Transportation Modes that can help reduce traffic congestion on principal arterials. Increase the fuel tax and index it to inflation. Study implementation of various user fees.
- C. Maine Turnpike Fees.** Use Maine Turnpike tolls to finance repairs and improvements on roads impacted by secondary traffic from the Maine Turnpike system.

2. MODERNIZING HIGHWAYS AND BRIDGES (ADDRESSING THE BACKLOG)

Highway Overview: Approximately 25% of all roads in the region, excluding I-95, are rated by MDOT as having poor pavement condition (pavement that is cracked, buckled or broken). Moreover, there are approximately 572 miles of highway in the region where improvements are needed to bring them up to modern safety standards and adequate structural capacity (total cost: \$200 million). These 572 miles constitute the reconstruction backlog for Region 5. They include 14 miles of principal arterials (cost: \$15.2 million), one-half mile of minor arterials (\$1.1 million), 255 miles of major collectors (cost \$135.2 million), and 302 miles of minor collectors (cost: \$47.1 million). This does not include roads that are located in the Urban Compact Areas with poor pavement conditions or other structural deficiencies.

Initiatives: MDOT, with the support of the Maine Legislature, continues planning highway and bridge investments to modernize the system. Where these investments are planned, special design attention is given to integrate values of topography, adjacent vegetation, scenery, community character and other natural features. Although highway design standards will vary by highway classification and volume of traffic, the safety of the users of the highway system is the guiding factor.

MDOT is operating under a legislative mandate to bring rural arterials up to standards within 10 years, and through its current Twenty-Year Plan, to address major collectors within 20 years. There currently are no distinct funding programs for urban arterials and collectors, and only limited funding to match local dollars for minor collector reconstruction. For at least the last decade, MDOT has not had adequate resources to fully maintain the system and comprehensively address deficiencies.

As part of the preparation of MDOT's 2002-2007 Six Year Plan, RTAC 5 was asked to define and weight regional considerations to be used in the prioritization formula for major collector corridors and arterial projects defined by MDOT. RTAC's considerations related to:

- Economic importance including recreation and tourism, manufacturing, natural resource-based industries, industry and freight movement, commuter patterns and retail trade;
- Potential for regional system linkages including linkages to other major routes and to ferries, air transportation or rail facilities; and
- Local considerations including input from local officials and municipal planning considerations.

All RTACs agreed on the overall prioritization formula that assigned 60% of the total score for major collectors, and 30% of the total score for arterial projects to RTAC input. The remainder of the score reflected MDOT input related to pavement condition rating, crash experience, alignment geometry, volume/capacity ratio as well as cost and ease of maintenance, and input by the Division Engineer. The top projects included in MDOT's 2002-2007 Six Year Plan are listed below, those in bold are included in the current Biennial Transportation Improvement Program (BTIP).

Arterial Projects

- **Camden, Route 1, from Route 52 north 1.8 miles**
- **Thomaston, Routes 1/131, from .2 miles east of Warren Town line, east to Pine Street, 2.1 miles**
- **Lincolntown, Route 1, from .2 miles south of Route 173 to Johnson Road, 1.3 miles**
- Thomaston, Route 1, 1.2 miles west of Old County Road, east to .1 miles west of Rockland line, 1.9 miles
- Lincolntown to Northport, Route 1, from Johnson road to Knight Pond Road, 1.3 miles

Major Collector Corridors

- Bath to Phippsburg, Route 209, 2.48 miles
- Rockland to St. George, Route 73, 6.64 miles
- Belfast to Dixmont, Route 7, 4.29 miles
- St. George to Thomaston, Route 131, 10.21 miles
- Bristol to Waldoboro, Route 32, 6.67 miles
- Thomaston to Rockport, Old County Road, .88 miles
- Camden to Belfast, Route 52, 2.37 miles
- Liberty to Unity, Route 220, 2.5 miles
- **Etna to Winterport, Route 69, 15.93 miles (Winterport, Route 69, 5.11 miles) ***
- Richmond, Route 197, .45 miles
- **Newcastle to Damariscotta, Route 1B, 2.54 miles (prelim. eng)**
- Waldoboro, Main Street, 1.65 miles
- **Pittston to Jefferson, Route 126, 9.42 miles (Whitefield to Jefferson, 8.85 miles) ***
- Winterport to Brooks, Route 139, 11.56 miles
- Brunswick to Harpswell, Route 123, 13.1 Miles
- Waldoboro to Liberty, Route 220, 8.3 miles

- Partially funded in the BTIP

The 118th Legislature also created the Rural Road Initiative that provided a 1/3 Local and 2/3 State match for improvement of minor collector highways.

Bridge Overview: There are 491 bridges in the region, of which approximately 30% are over 50 years old (the normal life span of a bridge is about 70 years). Four of these are extraordinary bridges - those with a length of 250 feet or more and an improvement need in excess of \$5 million. These include:

- The Carlton Bridge between Bath and Woolwich (remaining cost: \$24 million)
- The West Approach in Bath (\$15 million)
- The Frank J. Wood bridge between Brunswick and Topsham (\$9 million)
- The Richmond/Dresden Bridge (\$12 million)

Initiatives: In Region 5, MDOT's 2002-2007 Six Year Plan prioritizes the need for replacing or rehabilitating 20 state bridges and 35 local bridges. The Six Year Plan also prioritizes the need for replacement or rehabilitation of three of the four extraordinary bridges – the Westerly Approach and Viaduct in Bath; the Carlton Bridge between Bath and Woolwich; and the Richmond-Dresden Bridge.

Recent legislation changed the maintenance and capital improvement responsibilities on some bridges. The law now states that MDOT has maintenance and capital responsibility for all bridges (structures over 20 feet) on state aid highways and town ways, and for minor spans (bridges less than 20 feet) on state aid highways. However, municipalities or counties have sole responsibility for smaller structures (less than 20' in length) on town ways; MDOT will provide some technical assistance on these projects.

RTAC Recommendations:

Arterial reconstruction backlog. There are eight rural locations in the region, (total: 14.4 miles; 13.36 miles are included in the 2002-2007 Six Year Plan) where arterials need reconstruction to bring them up to modern safety standards. While MDOT is operating under a legislative mandate to bring rural arterials up to standards within 10 years, continual funding shortfalls have meant that MDOT does not have the funds to adequately maintain the system and address deficiencies.

- A. Arterial priorities.** Consistent with the Legislative mandate, give highest priority to arterial reconstruction projects. Arterials should continue to have a higher priority than major or minor collectors.

Major collector backlog. There are 255 miles of major collectors in the region that need to be re-built to modern safety standards. The Six Year Plan contains 86 backlog miles, but due to the focus on arterials and projected funding, the state will be at least two years behind schedule in addressing these corridors.

- A. Major collector priorities.** Maintain the current list of major collector priorities; roll them forward into the next Six Year Plan.
- B. Gravel pit haul routes.** Identify the locations of large, active gravel pits and the routes that are heavily used to transport gravel. Use this land use information in the formula for future re-prioritizing of major collector corridor improvements.
- C. Progress in Region 5.** Increase the rate at which major collectors are being addressed in Region 5, or find additional funds to address the backlog.

Minor collectors. There are 301.8 miles of minor collectors in need of reconstruction. MDOT plans to upgrade these roads through the state's Rural Road Initiative under which improvements are funded with 2/3 of the funding from MDOT and a 1/3 match from the local municipality.

- A. Municipal participation.** Continue to provide the state matching incentive for municipal participation to ensure that local road funds are used for road capital improvements.
- Evaluate the effectiveness of the program (In the Six Year Plan, only 6 out of 72 towns are participating).
 - Consider directing state support to major collectors if chronic funding shortages persist or otherwise significantly slow reconstruction of major collectors.

Bridges. 30% of the 491 bridges in the region are over 50 years old. Because of the age distribution of these bridges (many were built in the 1930's), future bridge replacement/repair costs will rise.

- A. Bridge program.** Continue to educate the public and the Legislature about the need to maintain/increase funding for bridges. The State's bridge program may have to be expanded in the coming years as more bridges approach the end of their useful lives.

3. LINKING TRANSPORTATION AND LAND USE PLANNING:

Growth in land use activity requires transportation investment. Transportation improvements often stimulate land use development. This cycle of land development feeding transportation investment has numerous cost implications to the natural, social and built environment. The way in which transportation investments are made can affect the livability and viability of a community. By the same token, an unplanned pattern of land use can affect the functionality of the transportation system and the longevity of a particular transportation investment. Modern land use patterns are contributing to higher transportation costs for both public and private sectors. According to a study done by the Surface Transportation Policy Project, the average American family spends almost 20% of their income on transportation. “Transportation costs eat up a staggering 36 percent of the average income of households in the bottom income quintile, those earning less than \$12,000 per year.”¹

Therefore, careful coordination is needed.

Initiatives: Although MDOT is responsible for most transportation system investments, only municipalities may regulate the use of land. This section explores:

- A. Current and potential MDOT processes for linking land use and transportation in the planning and project development phases.
- B. Balance points; balancing community and regional issues with safety and mobility standards that need to be achieved where state and federal transportation investments are being considered
- C. Municipal responsibilities for acknowledging the functions of the transportation system.

A. Transportation Planning and Development Processes - now and in the future:

It has been referred to as *Context Sensitive Design*, *Context Sensitive Solutions*, *Thinking Beyond the Pavement* and *Thinking Outside the Box*. In Maine, it is called “**Integrated Transportation Decision-making**” or ITD. ITD was conceived through a State and Federal workshop in early 1998 and can be described as a philosophy or an attitude - it’s a way of doing business. Its foundation rests in the desire to integrate the requirements of the Sensible Transportation Policy Act with those of the National Environmental Policy Act. MDOT has adopted ITD as a policy. ITD is an expression of MDOT’s commitment to:

- deliver consistent decisions,
- provide an environmentally conscious organization,
- develop a balanced transportation system,
- promote well-defined policies that protect the human and natural environment,
- encourage community input, support and involvement and
- utilize collaboration and consensus building, both internally and externally.

The Maine Sensible Transportation Policy Act rule (section 9) requires that during planning and project development processes, all projects (except maintenance related projects) be reviewed for their transportation enhancement potential. The extent of this review and whether MDOT seeks the advice of appropriate experts as well as of municipal officials, advisory committees or regional entities varies

¹ Driven to Spend, How Sprawl and Lack of Transportation Choice Are Driving Up Family Transportation Costs. Volume XI, Number 1, January-February 2001.

based on the nature of the work being considered by MDOT. Although the term *enhancement* is not defined in the rule, a fairly specific list of characteristics is included and its meaning is further reflected in a list of project design principles. The Maine Sensible Transportation Policy Rule is printed in its entirety in Appendix B.

ITD implementation has occurred through a variety of means and continues to evolve. “Blank Slate” public meetings, project advisory committees, RTAC and corridor planning committees, Study Area public advisory committees (PACs) are among the myriad ways MDOT reaches out to the public when developing transportation policy, designing specific elements of a project or when attempting to define a project with a particular purpose and need. MDOT processes also involve review of existing local comprehensive plans for major projects involving potential new alignments or other major transportation facilities. The extent to which other projects are measured against comprehensive plans depends on whether the local comprehensive plan is adopted by the municipality, whether it has been deemed consistent by the State Planning Office with the Comprehensive Planning and Land Use Regulation Act and whether it is part of a certified Growth Management Program (i.e. has an adopted ordinance in place reflecting the policies of the “consistent” comprehensive plan).

Traditionally, MDOT has approached transportation problems and potential projects in the following manner: Identify the transportation problem, secure funding, conduct public outreach. This process and public outreach has generally been a positive experience for both the Department and those affected by the particular transportation system investment under consideration. However, as with most processes, there is opportunity for improvement. One of the keys to a successful public outreach process is to obtain a sense of potential impacts on the system as early as possible in the planning stages of project development. Each potential transportation investment may have a variety of impacts on the community, just as community development patterns have a variety of impacts on the potential transportation investment.

In order to arrive at this early identification of impacts, several new approaches are under consideration:

- At the Six Year Plan and Capital Program outreach stages, MDOT is working towards a system that will encourage municipalities and other stakeholders to identify local goals and values and project development concerns BEFORE a project is listed in the BTIP (the two year capital improvement budget) with assigned funding.
- MDOT has asked the Joint Study Committee on Growth Management, which was established by the 120th Legislature, to consider having the legislature direct the Department to develop rules and guidance for communities developing the transportation element of the comprehensive plan. The purpose of this rule-making would be to assure municipalities review their desired growth policies through the eyes of the regional transportation system and to provide appropriate guidance to communities regarding the recognition of the function of the transportation system in the community. The goal of this initiative is to assist the state and the community in identifying balance points that will need consideration as MDOT projects are planned. MDOT is encouraging a regional perspective relative to managing costs associated with transportation and multimodal corridor operations in view of the relationship between land use and transportation.

B. Balance Points: A number of projects are planned in the greater mid-coast area as described throughout this report. Some are already funded while others wait in line or are undergoing feasibility

assessments to determine whether or how to proceed with potential investments. Each of these investments are intended to improve the system but may have implications on local and regional land use values and patterns of development. In addition, transportation investments of one type may have implications on other parts of the transportation system. By way of examples:

The Route 1 Wiscasset area corridor study, including new alignment, system and access management as well as demand management (rail/bus) options, must keep an eye on how solutions could impact Department plans to develop an East Coast Greenway in that or an adjacent corridor.

As a result of MDOT's experience with the Wiscasset study, MDOT has decided to rely and build on lessons learned as a foundation for a Route 1 master plan affecting the entire greater mid-coast. An overview of this planning process will be made available for RTAC input in the coming months. Phase I of a Route 1 Master Plan covering the area from Woolwich to Damariscotta is now in data collection stages. It will result in:

- Development of a series of appropriate cross-sections to support corridor continuity, mobility and safety within the context of the community;
- Retrofitting portions of the corridor for purposes of improving access management, enhancing the natural landscape and important scenic vistas, and of providing important connections to a new multimodal network.

The Route 1 Wiscasset area corridor study is also looking for opportunities to partner with conservation groups or land trusts to identify and tie-up land along the corridor that would contribute both to MDOT's access management goals and to the protection of high value conservation land.

In concert with several State agencies, MDOT has inventoried all of its bridges with an eye towards identifying opportunities for public access to or over the water bodies they span. These candidates have been identified in the 2002-2007 Six Year Plan.

MDOT is part of an Interagency Downtown Investment Group, involving SPO, DECD, FAME, MSHA, MHPC, DEP, DAFS and other state agencies, designed to identify opportunities for coordinating investments intended to support downtown revitalization. This and other coordination initiatives are important to assuring integrated decision making.

The Route 1 viaduct in Bath is nearing the end of its structural life. Bath is interested in creating more opportunities for access into its downtown from the Route 1 area and is working with MDOT to rebuild a rail station that would be part of a revitalized Rockland Branch Railroad. With Bath, MDOT will be investigating ways to re-create the Route 1 westerly approach, and consider the feasibility of relocating the rail line to avoid route 1 grade crossings.

Many more such examples exist. MDOT encourages communities and organizations to seize opportunities for creating and building partnerships that will assure a balanced approach to transportation and land use decision making.

C. Municipal Responsibilities for Acknowledging the Function of the Transportation System:

Development interests long ago recognized that locations on highways carrying the highest volume of traffic present the most promising opportunities for businesses to succeed. These locations, often at the outskirts of town centers, cater to an auto-dependent life-style because that's where large expanses of

land generally exist to provide for needed parking. This need for parking put pressure on most of Maine's centers built when travel occurred mostly on foot. In many locations, historic buildings were demolished to make parking lots. On-street parking was often squeezed in on 'Main' street and created congestion and travel delays. Ultimately, these centers suffered the effects of society's ever growing demands for convenience and auto-accommodation. To the demise of many village centers and traditional downtowns, municipalities have relied heavily on "market forces" to determine where and how growth would occur in the community. In addition, the tools available to help those communities that had the vision and desire to plan their future have been limited and caused unintended consequences that added a further reliance on the automobile and a cycle of land and transportation investment that many now realize is not sustainable.

While all these changes were occurring at the local level, the state found itself in a perpetually reactive role. More reliance on the vehicular travel focused investments on highways and other parts of the network suffered. Until recently, transportation planning occurred largely to respond to a localized transportation problem with little consideration of the more regional or statewide implications. Finally, with no land use authority, the state considered itself largely powerless to protect the state's investment in transportation infrastructure.

In the recent past, this attitude has changed. MDOT now views itself not only as a steward of the transportation system but as a catalyst for economic and community vitality. Careful consideration is given to the implications of investment decisions before action is taken. But more needs to be done to assure that the transportation system assets are well managed for the long term. As the primary stewards of the system, MDOT must be more proactive in educating and partnering with municipalities so that the various functions of the transportation system can be maintained for the long term.

For example, Municipalities that plan for growth areas on rural arterial highways rely on the state to relieve congestion or safety problems. Solutions to these problems are often expensive. Should the policies of one local government be subsidized by all taxpayers? Rail corridors, sea ports, heavy truck traffic highways, flight paths and landing strips passing through communities need protection as well. New residential areas that are planned and grow in proximity to these corridors will undoubtedly be affected by noise, safety and other issues affecting quality of life and property values. Often, new residents in these areas expect the state and federal government to mitigate those impacts. Current policies, however, do not entitle new development to mitigation when it occurs in areas where the transportation system causing the impact is already established.

MDOT needs the help of communities to recognize these and other similar issues during their local planning processes. Comprehensive plans must acknowledge that the transportation system within the community plays not only a local role but a regional, state and sometimes national role. Local policies must reflect this understanding. The transportation system is a state asset. As "corporate citizens" of the state, municipalities share in the responsibility for assuring the viability and longevity of these assets. MDOT strongly urges municipalities to seek MDOT assistance with understanding how this responsibility can be met.

RTAC Recommendations:

Growth management initiative. Despite the interdependence between transportation systems and land use, the State's growth management law does not contain a specific state goal related to transportation, nor a direct requirement that local comprehensive plans include transportation-related goals, policies and strategies.

- A. State assistance.** Intensify coordination efforts with the State Planning Office to increase outreach efforts to towns concerning land use planning and management. Assure that adequate educational tools are available to towns.
- B. Municipal impacts of highway projects.** Work with the State Planning Office and Regional Planning Commission or Council of Governments to help towns deal with the community impacts of new highway projects.
- C. Public awareness.** Continue efforts to better coordinate with local officials and educate the public about the need for planning, growth management, access management, and the need to maintain the traffic carrying capacity of the state's major roadways. Municipal officials and the public must understand that they have a responsibility to plan for responsible growth. MDOT's access management rules cannot do it alone.
- D. Growth management amendment.** Work with the State Planning Office and the Legislature to amend the growth management law and rules to require that transportation, and its linkage to land use, be a required element in the municipal comprehensive plan
- E. Comprehensive plan rules.** Develop stricter rules for assuring compliance with the comprehensive planning and land use regulation act in terms of transportation and its contribution to land use planning and management.
- E. Mode cost analysis.** Study costs of all options for transportation including commuter train service, local fixed route bus service, coastal ferry services, and continued automobile dependence. Include all existing and required fiscal investment. The purpose of this study would be to inform and guide state and regional transportation and land use policies.

4. ACCESS MANAGEMENT TO IMPROVE SAFETY, CONSERVE CAPACITY AND ENHANCE PRODUCTIVITY:

The State Legislature directed MDOT to improve safety, conserve capacity and enhance economic productivity associated with transportation by maintaining existing posted speed limits of mainlines throughout the state. Although the Legislature's directive was primarily for rule making, MDOT recognizes that planning, strategically acquiring access rights, and providing incentives for the development of alternative local access roads must also be considered.

Speed is one of the most important factors to many travelers in selecting alternate routes or transportation modes. The value of a transportation facility in carrying people and goods is evaluated by its convenience and economy, which are directly related to its speed.

Highest priorities for managing access to arterial corridors include those designated as "mobility" or "retrograde" corridors. A Mobility Arterial Corridor is a Non-Compact Arterial that:

- (1) has a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban Compact Areas or Service Centers that carries an average annual daily traffic of at least 5,000 vehicles per day for at least 50% of its length; or
- (2) is part of a Retrograde Arterial Corridor located between Mobility Arterials described in (1).

A Retrograde Arterial is a "Mobility Arterial where the access related crash-per-mile rate exceeds the 1999 statewide average for Arterials of the same-posted speed limit."

Mobility and Retrograde Arterial Corridors in Greater Mid-Coast Region

- Route 1 - Woolwich to Damariscotta*
- Route 1 - Newcastle to Rockland
- Route 1 - Rockland to Belfast
- Route 1 - Belfast to Ellsworth
- Route 1 A - Stockton Springs to Hamden
- Route 1 A - Holden to Ellsworth*
- Route 3 - Augusta to Belfast and
- Route 3 - Ellsworth to Trenton*
- Route 15 - Brewer to Bucksport
- Route 17 - Augusta to Rockland
- Route 27 - Augusta to Wiscasset
- Route 27 - Edgecomb to Boothbay Harbor*
- Route 90 - Warren to Rockport

(*Denotes locations where funded MDOT or SPO planning initiatives are focusing on access management.)

MDOT will focus Corridor Master Planning efforts in those corridors based at least on the following or similar criteria:

- Highway Designation as NHS
- Highway is part of Maine's Heavy Haul Truck Network
- Traffic and travel growth trends are higher than average
- Transportation projects are pending
- Highway is located within a designated growth area of a consistent and adopted comprehensive plan

- Water and sewer facilities exist within the corridor
- Opportunities for access management can support other public policy objectives (limiting sprawl, watershed protection, watershed/fisheries habitat protection, public water supply protection etc.)
- Local/Regional interest in master planning is high

Access Management planning will also be given high priority along several high-value Major Collector Corridors, including but not limited to Routes 7 and 9/202, 24 and 197.

RTAC Recommendations:

Access Management. A growing population, and increasing demands by businesses, residents and tourists have resulted in an imbalance between access and mobility that has caused the deterioration of operating conditions and increased congestion on many collector and arterial highways.

- A. Access management administration.** Administer access management rules so as to maintain optimum capacity.
- B. Route 1 access management.** U.S. Route 1 is the principal arterial highway serving RTAC Region 5. Place a priority on strict administration and enforcement of access management rules with the goal of maintaining the balance between the needs of through traffic and quality of life. It is important that there be an enforcement precedent so that the rules continue to be effective.
- C. Route 3 and 17 access management.** Administer access management rules so as to maintain maintaining the balance between the needs of through traffic and quality of life. These two highways currently provide a high speed, viable alternative to Route 1 for access to the region.
- D. Local access management programs.** Encourage towns without a consistent comprehensive plan to adopt a local access management plan as soon as possible. Offer to submit a model access management plan to the community for immediate consideration.
- E. Route 196 Connector Study.** Evaluate the manner in which land use abutting and accessing the Route 196 Connector in Topsham has degraded from the original purpose of the bypass. Develop recommendations for avoiding similar mistakes on other new alignments.

5. IMPROVING MOBILITY & PROTECTING AIR & WATER QUALITY:

Mobility Initiative: From a mobility perspective, the East/West Highway Study developed several years ago recommends a variety of transportation mobility improvements to existing highways rather than developing a fully controlled-access divided highway. Although not within the RTAC 5 Region, this study area is part of the Greater Mid-Coast region.

- Route 9 - Interstate Access Study - investigating appropriate alternatives for connecting Route 9 with Route I-395;

Congestion/Air Quality Initiatives: Numerous locations along the greater mid-coast mainlines are experiencing congestion at least during the summer months. Further, Maine's Air Quality Non-Attainment and Maintenance Areas are located in this region. These Air Quality Areas are further degraded by the harmful emissions that occur during these times of congestion. Corridor Studies are conducted to determine the best alternative for easing congestion and protecting air quality. The Greater Mid-Coast area is affected by a series of congestion relief efforts including:

- Augusta River Crossing - approved and partially funded for northerly bridge and Route 3 connector from I-95;
- Wiscasset Route 1 Study - preliminary engineering and environmental studies of alternatives to relieve U.S. Route 1 congestion - investigating bypass, access management, intersection improvements, turn lanes and rail and bus alternatives;
- Ellsworth Route 1, 1A and 3 Corridors - a pending study would identify feasible long-term solutions to growing congestion on approaches to the City - a compliment to the Bangor to Trenton Transportation Alternatives Study (see next bullet);
- Bangor to Trenton Transportation Alternatives Study - a feasibility study, currently underway, for providing bus, rail or ferry alternatives to Route 1, 1A and 3 Corridors; and
- Trenton Route 3 Corridor Study - a pending Access Management and Village Development feasibility study for Trenton's Route 3 Corridor.

Additional Studies: In view of the upcoming need to replace

- the Bath Viaduct due to its age, the Bath Westerly Access study will identify strategies to improve access to Bath and the Sagadahoc Bridge from points west
- the Augusta Memorial Bridge due to its age. This study will identify the feasibility of a new bridge location and measures to improve the safety of the existing rotaries.

Water Quality - Salmon Watersheds: Runoff from land disturbance impacts water quality. In Maine, Salmon has been placed on the Endangered Species list. The Sheepscot River, Ducktrap River, the Little River, the Passagassawakeag River, the Penobscot River, and other rivers and their associated watersheds must be protected from the negative impacts of transportation facility development.

- MDOT will carefully design investments in these affected areas.
- MDOT will work with the State Planning Office, Conservation Associations, affected communities and other interested parties during development of local growth plans so that the need for development of new highway capacity will be minimized.

RTAC Recommendations:

Implementation. The congestion/air quality mitigation studies should provide a solid foundation on which to base a number of needed transportation initiatives.

- A. Time frame.** Accelerate the completion of the studies and move to construction of acceptable air quality mitigation projects.
- B. Funding.** Where feasible, use CMAQ funds to support alternative modes.

6. INTEGRATED FREIGHT PLANNING

Maine's Integrated Freight, updated in February 2002, indicates that Freight Flows in Maine are distributed as follows: 64% Intrastate, 7% Canada, 24% Interstate and 5% Intracounty. Of this distribution, 95% of the intrastate and intracounty movements occur by truck. Overall, truck is the dominant mode representing 87% by weight in 1998.

Highway Initiatives:

Heavy Haul Truck Routes. MDOT completed a study titled, A Heavy Haul Truck Network for the State of Maine in November of 2001. The study was to identify a statewide heavy haul truck route study in order to more efficiently allocate limited resources for highway projects that improve the flow of freight transportation. The study will allow MDOT to better prioritize freight-enhancement projects on a statewide basis. MDOT anticipates that the truck network will involve a number of improvement projects such as passing lanes, improved intersections and better geometrics. The heavy haul network in Region 5 includes I-95, and Routes 1, 1A, 3, 17, 90 and 196. Many communities along the heavy haul network are concerned about the number of trucks going through their towns and the effect on their quality of life.

In addition, the following efforts have also been undertaken.

- Recent fine increases for overweight trucks;
- Truck rest areas inventoried, evaluated and recommendations made for improvement, maintenance or abandonment;

Future direction:

- Truck climbing lane inventories and new location evaluations;

Rail Overview and Initiatives:

The State of Maine is served by six private railroads operating over 1,100 miles of track traversing most metropolitan and many rural areas of the State. In recent years, there has been a major effort by MDOT to invest in and improve rail infrastructure. The State and the railroads split the cost of capital improvements.

1. Bangor and Aroostook Railroad. Region 5 is served by the Bangor and Aroostook Railroad, one of the State's three regional railroads (the other two are the St. Lawrence and Atlantic, and the Guilford Rail System). The Bangor and Aroostook Railroad, owned by Iron Road Railways, operates on 367 miles of track between Searsport and Fort Kent. The Bangor and Aroostook Railroad has excellent connections to Montreal and Chicago, and has double stack clearance from Brownville to Montreal. MDOT is proceeding with a number of improvements at Mack Point in Searsport to improve the transfer of cargo containers and bulk goods from rail to ship, and from trucks to ship. This will improve the marketability of Maine's forest products but it will also increase truck traffic in and around Searsport.
2. Rockland Branch. MDOT has been aggressive in purchasing abandoned railroad rights-of-way for possible future freight and passenger service. MDOT has completed engineering and design work and has begun rehabilitation of the 50+ miles of rail corridor known as the Rockland Branch that runs between Brunswick and Rockland. Rail improvements will be

phased in over several years. Safe Handling Inc. currently leases the Rockland Branch from MDOT to transport products for Dragon Cement.

3. Augusta Branch. The state owns about 40 miles of track between Brunswick and Augusta. This branch has the design capacity for freight service, but is currently not being used for freight.
4. Calais Branch. The MDOT Office of Passenger Transportation is working to determine the feasibility of re-establishing service on the Calais Branch

Marine Overview and Initiatives:

Mack Point. Maine's three cargo ports of Eastport, Searsport and Portland have shown steady, consistent growth since MDOT began to support them over 20 years ago. Searsport's port development has been refocused on the existing Mack Point facility after efforts to build a new cargo port at Sears Island were suspended. MDOT is currently working with the operators of the Mack Point facility to upgrade their port facilities, which will include a new dry cargo pier. Currently, Mack Point can only handle certain bulk and break-bulk products due to the antiquated condition of its facilities.

Two established marine terminal facilities on Mack Point (the Sprague Energy pier and the Bangor and Aroostook pier) handle dry cargo traffic. The Sprague Energy pier handles imported bulk cargo such as salt, coal, dry and liquid chemicals, gypsum, oxide and bauxite. The Bangor and Aroostook facility contains a rail siding for bulk cargo. The major constraints of the Bangor and Aroostook facility include limited storage, transit and loading space, limited berthing, limited truck access, lack of modern cargo handling equipment, and a pier with a load carrying capacity unable to support a large crane.

Small Harbor Improvement Program (SHIP). In past years, MDOT has provided grants to municipalities on a 50/50 matching basis for public harbor improvements including floats, boat ramps, piers, pilings and bulkheads. This program is supported by bond issues requiring voter approval. Since the last SHIP bond issue was approved in 1995 and due to a significant backlog of qualified projects, a bond issue was introduced during the last Legislative session. It won voter approval in the November 2001 referendum and will facilitate development of coastal infrastructure for commercial fishing, recreation, tourism, as well as land-side infrastructure needs at waterfront locations.

Dredging. Dredging will occur in the Penobscot River, Belfast Harbor, Camden and Rockland Harbors; a dredging study is proposed for Searsport;

RTAC Recommendations:

Heavy haul truck routes. The heavy haul truck routes designated in Region 5 include all of the region's arterials, including those with significant congestion problems.

- A. Congestion alternatives.** Consider directing through heavy haul trucks around congested areas during peak travel times where it may be feasible due to the existence of adequate parallel roads and where it can be done sensitively with respect to residential neighborhoods.
- B. Origin/destination Study.** Continue ongoing origin/destination studies or identify the non-arterial roads that are being used most extensively for heavy hauls (some of these, such as Route 197, may not have been identified in [A Heavy Haul Truck Network for the State of Maine](#)).

Truck weights. Trucks in excess of 80,000 pounds are traveling through the region because of the maximum weight limit of 80,000 pounds on the Interstate. Federal law limits Interstate truck weights to 80,000 pounds; State law allows truck weights up to 100,000 pounds on state and state aid highways with some exceptions for higher weights.

- A. Enforcement.** Work with the State Police to increase enforcement of truck weight laws, particularly on Route 1.
- B. Weight limits.** Convey to the Legislature RTAC5's recommendation to reduce truck weight limits statewide to 80,000 pounds or less.
- C. Bill of lading.** Support legislation that would authorize enforcement of truck weight limits through bills of lading.

Potential rail freight. Rail has the potential to better serve the heavy-haul freight needs of the State, but it is currently under-utilized.

- A. Survey.** Undertake a survey of current and potential rail freight use to determine the desirability and economic viability of diverting heavy hauls from highways to rail.
- B. Rail use.** Encourage through heavy haul industries to convert from truck to rail and ship transport through incentives and enforcement. In order to optimize use of state-owned tracks, there should be intensive promotion of freight service.
- C. Grain Shippers.** Approach major grain shippers and railroads regarding potential elevator and grain handling facilities at Mack Point to allow grain to be shipped from the Midwest when rivers are frozen.
- D. Region 5 Rail Plan.** Consult the [Passenger and Freight Railroad Service Plan](#) for Region 5 by Fournier Powell and Jim Friedlander for suggested improvements on the Rockland Branch, the Augusta Branch, and the Lewiston Lower Line.

Bangor and Aroostook Railroad. The Bangor and Aroostook Railroad is experiencing financial difficulties. Its future is uncertain, despite the importance of rail in general to Maine's pulp and paper industry and the overall health of the Maine economy. Rail offers significant cost advantages for the movement of heavy bulk items, especially over long distances. Limited cargo handling facilities at Mack Point simply adds to the railroad's difficulties.

- A. **Preservation of Rail Lines.** Support efforts to maintain the operation of the entire Bangor Aroostook Railroad system, including the direct link to Montreal. Involve the Maine Port Authority in funding State participation in efforts to keep system intact, including the purchase of key requests of tracks.
- B. **Competitive Access.** Explore the possibility of access to the port by multiple rail operators, using State owned or Port Authority owned right of way.
- C. **Mack Point upgrades.** Continue to upgrade dry cargo handling facilities at Mack Point. This upgrade is essential to Maine's three-port strategy and will serve the economic interests of the region. This facility will be an asset to Maine regardless of whether it is served by the Bangor and Aroostook Railroad or a successor railroad.

Rockland branch. The Rockland Branch has the potential to serve the region's long-range freight and passenger needs, but track rehabilitation needs to be completed and new freight opportunities need to be developed.

- A. **Rehabilitation.** Continue corridor rehabilitation in accordance with design plans with an emphasis on improving speeds.
- B. **Marketing/capital investments.** Explore opportunities for attracting new shippers; consider supporting improvements such as loading platforms if such public investments facilitate freight growth. Explore the potential for rail freight service to the Brunswick Naval Air Station.

Augusta branch. The Augusta Branch is currently not being used for freight transportation.

- A. **Marketing/capital investments.** Explore opportunities for attracting new shippers; consider supporting improvements such as loading platforms if such public investments facilitate freight growth.

Port Improvements. The potential of existing ports in Maine may not be entirely understood at this time.

- A. **Port Study.** Conduct a study of current shipping patterns of commodities and goods, existing port/rail facilities and capacities, and potential shipping patterns unrestricted by current port/rail facilities. The Study should also include a cost-benefit analysis of port upgrade options.

Small Harbor Improvement Program. There is a backlog of qualified projects in MDOT's Small Harbor program. Passage of the bond issue in 2001 will support these and possibly additional projects.

- A. **Multi-modal priority.** Give priority to SHIP projects that are consistent with Maine's Explore Maine plan and/or that support multi-modal facilities.

7. EXPLORE MAINE (MULTI-MODAL INITIATIVES)

MDOT has launched Explore Maine, formerly known as the Strategic Passenger Transportation Plan, a multi-modal approach to moving people. Once in place, Explore Maine will support the tourism industry while protecting Maine's highway capacity and environmental quality by providing opportunities for visitors to enter the state by air or by rail, and travel to intended destinations without the need for personal vehicles. The first installment of this seamless system is the new AMTRAK service from Boston to Portland. Although only a few months old, the service has thus far exceeded all expectations.

Explore Maine supports the policies of the federal Transportation Equity Act for the 21st Century (TEA21) and Maine's Sensible Transportation Policy Act (STPA), promotes economic development, improves the environment, emphasizes fiscal sustainability, integrates transportation facilities and services, ultimately providing statewide benefits and revitalizing core communities.

The success of Explore Maine will depend upon providing a seamless transportation experience for visitors to Maine. MDOT's efforts to support a seamless multi-modal system will include providing connections between terminals and local transportation at various tourist destinations.

Passenger Rail Initiatives:

- Bangor to Trenton Transportation Alternatives Study including potential rail/bus/ferry options;
- In Region 5, MDOT owns 30 miles of railroad right-of-way between Belfast and Burnham on which the Belfast and Moosehead Lake Railroad operates excursion services.
- Rockland Branch (Freight and possibly excursion/commuter rail service from Brunswick to Rockland). As improvements on the Rockland Branch are completed, this rail line will support passenger excursions, connectivity to the AMTRAK service between Brunswick and Boston and to the marine highway along the Maine coast. MDOT is also looking at using the Rockland Branch for commuter rail service.
- MDOT is negotiating to extend AMTRAK service to Brunswick. Brunswick has purchased the former station site to support the return of passenger rail service.

In September, 2001, RTAC-5 adopted a rail passenger resolution urging MDOT to include a feasibility study in its 6-Year Plan for extending passenger rail service along the Brunswick/Augusta/Bangor corridor. In November, 2001, RTAC 5 received a Multi-Modal Plan for Region Five, Passenger and Freight Railroad Service, prepared by Jim Friedlander and Fourtin Powell.

Intermodal Centers:

- Trenton Inter-modal Center (could include Acadia National Park visitors center);
- Bangor Inter-modal Center at Bangor International Airport.
- Bath Rail Station and inter-modal facility at waterfront to support seasonal ferry service on the Kennebec from Bath;
- Rockland Branch Rail Stations between Brunswick and Rockland.
- Wiscasset intermodal (train and/or bus) hub connecting to the Boothbay peninsula.

Bicycle Transportation:

Bicycle transportation is primarily a recreational pursuit in Region 5 due to the rural nature of the area. RTAC 5 formed a Subcommittee in late 1999 that recommended to MDOT a priority list for shoulder paving of highways. The shoulder paving priorities were subsequently adopted by the full RTAC in the spring of 2000. It is anticipated that MDOT will use RTAC 5's recommendations when scheduling these roads for reconstruction or major maintenance activities. RTAC 5's top priorities for shoulder paving are listed in descending order as follows:

1. Route 123, from Route 24 in Brunswick to the end of Harpswell Neck
2. Route 24, from downtown Brunswick to Lands End at the southern tip of Bailey Island
3. Old Bath/Brunswick Road, between Bath and Brunswick
4. Route 209, from Route 1 in Bath to Winnegance, Phippsburg, Sebasco, Small Point and Popham Beach
5. Route 27, a portion of U.S. Route 1 from Edgecomb to Boothbay Harbor
6. Route 130, from downtown Damariscotta to Pemaquid Point
7. Route 73, from Rockland to Route 131 in Saint George
8. Route 131, from Route 1 to Port Clyde Harbor
9. Route 131, ¼ mile in Warren Village
10. Route 131, just north and south of Route 17 in Union
11. Route 141 in Belfast, from Route 1 to Back Searsport Road
12. Route 52 in Belfast from Troy Howard Middle School to Back Belmont Road
13. Route 220 in Montville, Knox and Thorndike

The Subcommittee's report also contained four recommendations related to bicycle transportation which have been shortened somewhat for inclusion in this report:

1. **Consider separate bicycle facilities.** The members of the Subcommittee support paved shoulders, but recognize that other facilities are needed to create a comprehensive system of bicycle transportation. The vulnerability of cyclists makes shared use of high-speed, heavily traveled roads unsafe and little used by the vast majority of cyclists.
2. **Improve funding opportunities and support for regional bicycle planning and development.** Currently, municipalities may apply to MDOT for enhancement funds for local bicycle facilities, but there are no mechanisms for funding regional facilities outside of the enhancement program.
3. **Strengthen the relationship between MDOT and the bicycling community.** Within this region, organized groups have been working on bike/pedestrian facilities in Brunswick, Rockport, Camden, Thomaston, Rockland, Lincolnville and Belfast. It would be helpful to encourage representatives from all these groups to meet regularly to discuss local projects and regional connections.
4. **Continue bicycle planning efforts.** The members of the Subcommittee recognize that further review and refinement is needed from local officials and citizens prior to implementation of bike/pedestrian facilities. The Subcommittee recommends a bicycle transportation planning effort that would coordinate local bicycle planning efforts.

There is a bicycle/pedestrian trail in Brunswick that runs parallel to Route 1 for a number of miles. Throughout the region, organized groups have been working to improve conditions for non-motorized transportation in Brunswick, Rockport, Camden, Thomaston, Rockland, Lincolnville and Belfast. These local efforts could be the starting points for a cohesive regional network of bicycle and

pedestrian trails. MDOT's Six Year Plan contains provisions for the study and possible funding of several bicycle transportation corridors (part of the East Coast Greenway) include a phased development plan for island trails on Sears Island.

MDOT's Intermodal Transportation Program includes funding in the current BTIP for several bicycle facilities including a trail from the downtown to the college connector in Unity, rehabilitation of the Passagassaweakeag bridge in Belfast, a feasibility study for a shared use path connecting the middle school to the downtown in Belfast, and a feasibility study connecting Bath to the Brunswick bike trail.

Transit Systems:

Public Transportation. Mid-Coast Maine does not have adequate public transportation, public policy and infrastructure investment in the region have heavily favored the private automobile since the end of World War II. The last passenger trains stopped serving the Mid-Coast in the 1950's. Public transportation was the primary mode of transportation for Mainers and visitors until the early 20th century. Ship and rail were common ways of moving through the region. A portion of the region was served by interurban trolleys that ran between Brunswick and both Portland and Lewiston. Many towns and cities had local trolleys to serve local commuting residents.

Public transportation now in the Mid-Coast region is limited to one fixed route bus system that serve the general public of Bath and two on demand response system that provide social service and general public transportation. Public transportation is necessary for the long-term health of the regional transportation system and the community. Transportation provides commuting opportunities, a back up transportation system to private automobiles and a service to the transportation disadvantaged, including low income, elderly and disabled persons. Public transportation has the potential to save on road maintenance costs and limit environmental damage and preserve natural resources and fuels. Eighteen public transportation providers offer fixed route and demand response transit service throughout Maine. Only three public transportation providers are located in the Mid-Coast region. Public Transportation providers in the State of Maine have a combined fleet of 282 vans and buses. Of those 282 vans and buses only 31 serve the Mid-Coast region. Substantial capital funds are needed to replace aging vehicles throughout the State and within the region. Public transportation services in Region 5 include:

- Coastal Trans, Inc (CTI) - CTI is a private, non-profit corporation headquartered in Rockland that provides demand response services to the residents of Knox, Lincoln and Sagadahoc Counties, as well as the towns of Brunswick and Harpswell. CTI's mission is to provide non-emergency services to the low income, elderly, disabled and general population of its service area.
- WCCSA (Waldo County Committee for Social Action) is a private, non-profit corporation headquartered in Belfast that provides non-emergency, demand response services to low income, elderly and disabled people in Waldo County, as well as to the general public. WCCSA also operates the Belfast Shopper several times per week.
- Bath City Bus is a fixed route transit system owned and operated by the City and serving in town Bath. The City has also established the Bath Trolley Company that runs a seasonal trolley service in the summer and at Christmas.

In recent years, there have been several fixed route transit services in Region 5 that are no longer in operation. These include the Camden Shuttle and the Tri-Town Connector (Bath, Brunswick, Topsham). The Mid-Coast region has very limited public transportation services.

MDOT is currently working with Amtrak to extend passenger train service from Portland, Maine terminating at Rockland, Maine, serving much of the Mid Coast. The proposed rail service extension creates an opportunity to plan for expansion and development of fixed-route bus loops to link railroad station with communities, major employment centers, other transportation facilities and tourist attractions.

Private Services. Private transportation providers in Region 5 include:

- Volunteer Drivers. Under the Medicaid program and several state programs, CTI and WCCSA use volunteer drivers whenever possible to reduce transportation costs. Volunteer drivers use their own passenger vehicles to transport program-qualified people needing non-emergency transportation.
- Inter-city carriers – Vermont Transit, headquartered in Brunswick, Mid-Coast Limo, headquartered in Camden, and Concord Trailways headquartered in Concord New Hampshire, provide inter-city bus service between the Midcoast area and areas outside Region 5.
- Taxi services – There are at least 15 private taxi services in Region 5, most of which are headquartered in larger communities including Bath, Belfast, Boothbay Harbor, Brunswick, Camden, Rockland and Thomaston.

MBNA runs commuter buses between Rockland and Belfast, and Bath Iron Works operates a vanpool system. CTI is planning to begin a Bath Iron Works (BIW) commuter run between Rockland and Bath that will stop at park'n'ride lots, including those in Thomaston and Waldoboro. Another concept is to develop a sister transit system to the unimaginably successful Island Explorer, the Coastal Explorer. The Coastal Explorer would serve the mid-coast peninsula communities and would be augmented by Park and Ride lots at appropriate locations.

Ferry Services

Maine State Ferry System. The Maine State Ferry Service provides vehicle and passenger ferry service from the mainland to a number of islands in Penobscot Bay including Islesboro, North Haven, Vinalhaven and Matinicus, as well as two islands outside of Region 5 (Swan's Island and Frenchboro). The schedules are significantly expanded during the summer months to meet peak seasonal demand. Service includes daily transportation from Lincolnville to Islesboro, and from Rockland to Vinalhaven and North Haven. Seasonal service is provided twice per month to Matinicus Island.

There are seven Maine State Ferry vessels providing service. MDOT anticipates that a new ferry vessel will be constructed and placed in operation in Penobscot Bay to take the Governor Curtis out of regular service. MDOT's Six Year Plan anticipates capital improvements such as pier improvements, transfer bridge replacements or improvements, terminal building replacements and parking improvements for Region 5 facilities in Rockland, Lincolnville, Islesboro, Matinicus and Vinalhaven.

Private Ferry Service. The Monhegan-Thomaston Boat Line provides year-round ferry service between Port Clyde and Monhegan Island. The Monhegan Island Service provides passenger ferry

service between Boothbay Harbor, Monhegan Island and Squirrel Island. The Squirrel Island Ferry operates between Boothbay Harbor and Squirrel Island.

Marine Highway. Explore Maine, formerly known as Maine's Strategic Passenger Transportation Plan, proposed the development of a marine highway linking coastal communities. Currently, the private sector is providing high speed ferry service from Bar Harbor to Yarmouth, Nova Scotia, utilizing the Bar Harbor Ferry terminal. MDOT's Six Year Plan anticipates the possible expansion of this service to another location in Maine that may require public sector funding for land-side improvements. MDOT has completed a feasibility study of long range facility needs and sites for a Rockland waterfront connection. Similar studies have been completed for Bath and Boothbay Harbor. MDOT's planning efforts will provide connectivity to other modes, wherever possible.

Ferry Initiatives (New and potential) affecting the Greater Mid-coast:

- High Speed CAT from Bar Harbor to Yarmouth Nova Scotia;
- Potential ferry service from Bangor/Brewer waterfronts to Bar Harbor
- Potential ferry service from Boothbay Harbor to Bath and/or to Wiscasset;
- Future high speed ferry service from Portland to Rockland to Halifax Nova Scotia;

Air Transportation:

Maine's air transportation system is comprised of 35 publicly owned airports, 29 of these airports serve as general aviation airports that support charter, air taxi, and local air traffic. Six of these public airports offer scheduled transportation service (Portland, Bangor, Presque Isle, Augusta, Trenton/Bar Harbor and, in Region 5, the Knox County Airport (Owl's Head/Rockland)) as well as the other general aviation services.

Knox County Airport. This regional facility is the largest and most important airport in the region. It has two runways, an Instrument Landing System for night landing and landing in foggy, rainy and snowy weather. It is designated by the State as a regional commercial service commuter airport because it has scheduled air service from a regional commuter airline. It has also been designated by the State as an economic development airport, which makes it eligible for improvements to serve economic development. MDOT's Six Year Plan includes provisions for construction of a new terminal building, reconstruction of runway 3/21, and expansion of the parking apron.

Municipal Airports. Municipal airports include those in Belfast, Wiscasset, Vinalhaven, and Islesboro. Improvements included in MDOT's Six Year Plan include: Belfast – reconstruct runway 15/33 and remove obstructions; Vinalhaven – improve safety areas; Wiscasset – purchase land in approaches.

Heliports. Heliports include one located at Pen Bay Medical Center in Rockport, and another at Memorial Hospital in Brunswick.

Private Airports. Private airports or landing strips include those located in North Haven, Vinalhaven, Brunswick, Lincolnville, Belfast and Bowdoinham.

Brunswick Naval Air Base. Brunswick Naval Air Base is used for military purposes only.

RTAC Recommendations:

- A. Alternative modes.** Continue to plan for, develop and support alternative transportation modes and enhancements, including park and ride lots, vanpool programs, rail, transit, traditional ferry and high speed ferry where appropriate. These alternatives can be part of a long-range solution for achieving a balanced transportation system.
- B. Searsport.** Following completion of Mack Point improvements, continue to preserve and enhance rail as the preferred method of freight hauling. Monitor development at Searsport. If there is a chance that development will generate truck traffic, consider a study of how best to accommodate future truck traffic patterns in the village and in surrounding areas. Consider the feasibility of extending passenger rail to Searsport from Bangor and making Searsport or Belfast a multi-modal hub.

Passenger rail service - general. Passenger rail service is expected to be an integral part of a multi-modal transportation system serving the greater Mid-coast area.

- A. Region 5 Rail Plan.** Consult the Passenger and Freight Railroad Service Plan for Region 5 (by Powell and Friedlander) for suggested improvements on the Rockland Branch, the Augusta Branch, and the Lewiston Lower Line.
- B. Region 3, 4, & 5 Rail service.** Provide serious consideration to the establishment of through passenger service from Boston-Portland-Brunswick-Augusta-Waterville-Bangor and beyond.
- C. Long-range commuter service.** Establish a commuter rail system for all or part of the Rockland Branch, the Augusta Branch (Lower Road), the Portland-Brunswick segment, and, if possible, the Lewiston Lower Branch.
- D. Grade crossings.** Eliminate grade crossings, where possible, along the Rockland Branch and other designated commuter routes.
- E. Rail right-of-way improvements.** Determine, with engineering analyses, the most economically feasible means for speeding passenger trains along these tracks by straightening or flattening rights-of-way.
- F. Rail right-of-way corridor committees.** Encourage the formation of right-of-way corridor committees, made up of representatives of RTAC's located along existing corridors, and augmented by local officials and economic interests, to promote the development and improvement of passenger rail service along existing rail lines that show a potential for passenger service.
- G. Commuting patterns.** Conduct an in-depth study of commuting patterns of major industries located near prospective commuter lines.
- H. Connection to AMTRAK rolling stock.** Equip rolling stock intended for eventual attachment to AMTRAK trains at either Portland or Brunswick for operations into Boston or other points with cable control.
- I. Other rolling stock.** Use diesel multiple use (DMU) equipment in all other commuter operations for maximum flexibility.
- J. Bicycle use.** Provide bicycle racks on all trains, and possibly each car. Provide bicycle lanes coordinated with train station locations as well as bicycle racks and/or storage lockers at train stations.

- K. **Coordinated system.** Explore the possibility and feasibility of a coordinated rail/bus/mail system.
- L. **Lincolnville T-2000 Plan.** The Lincolnville T-2000 Plan, previously approved by RTAC-5 is an example of a local community's transportation planning initiative linking its highway reconstruction plan to future rail service coming to the region.

Rockland branch – passenger rail. Passenger rail service is a long way from becoming a reality in all but a small portion of Region 5, in part because rail improvements have not been completed, and contract talks with AMTRAK have focused on the Boston/Portland corridor. In the short run, the attractiveness of rail as a safer means of travel may create markets that did not exist or were weak prior to September's attacks in New York and Washington D.C. Contracts have already been let for much of the work involving upgrading track on the Rockland Branch to Class 3, 59 m.p.h. passenger train service. While most of the work involves actual improvement to the track, some grade crossings will also be improved. Over much of the right-of-way, however, the desired speed is not likely to be achieved because of problems with grade and curvature.

- A. **Expansion to Brunswick.** Continue to work with AMTRAK officials on expansion of service to Brunswick; construct a station/platform in Brunswick.
- B. **Rail Re-alignment.** Conduct a cost-benefit analysis of the proposed change of the Rockland Branch right-of-way, as set forth in the Region 5 rail plan, between West Bath and Bath.
- C. **Rockland station.** Continue to work on securing a multi-modal station in Rockland. Improve grades and curves to provide the high speeds necessary to make rail service competitive.
- D. **Other stations.** Continue to work on securing a maximum of two more stations between Bath and Rockland in order to reduce delays and excessive acceleration/deceleration.
- E. **Station siting criteria:** Develop criteria for helping determine the location of new railway stations. These criteria should include:
 - origin/destination analyses of potential tourist traffic and commuter traffic;
 - parking requirements associated with these two different types of traffic (including potential ferry connections);
 - intermodal connection needs associated with these two types of traffic (including potential ferry connections);
 - extent to which a downtown station location can act as a magnet to attract investment to, and rejuvenate, the downtown centers of service centers;
 - extent to which a station location at out-of-town locations can act as deterrent to service center revitalization and contribute to development sprawl
 - relationship of station locations to any freight interests
 - impacts of station locations on open space, especially in terms of fragmentation of farm and forest lands, destruction of wildlife and other open space corridors, and the impact on high-value conservation lands;
 - potential for station locations to encourage undesirable induced growth.
- F. **Service configurations.** Explore opportunities for providing not only scheduled passenger service, but also potential commuter service between major employment centers.

Augusta branch. The Augusta Branch, which runs between Brunswick and Augusta, is owned by the State of Maine. At one time, it was a segment of the mainline of the Central Maine Railroad. In Region 5, it goes along the Kennebec River through portions of Brunswick, Topsham, Bowdoinham and Richmond. It then proceeds through Gardiner, Farmingdale and Hallowell to Augusta. From Augusta, the mainline went on to Waterville and Bangor where it linked with other rail lines to Aroostook County, Washington and Hancock Counties, and Atlantic Canada. This line has been used occasionally for passenger excursions but currently supports neither passenger nor freight service.

- A. Expansion to Augusta.** Consider expanding passenger rail service to Augusta and beyond as funds and market conditions allow. This branch has the potential to serve the Augusta area, thus strengthening Brunswick's role as a passenger rail hub for the State (passenger service could also extend from Brunswick to Lewiston). It also has the potential for serving Waterville, Bangor, Northern Maine and Atlantic Canada.

Lewiston Lower Branch. The Lewiston Lower Branch extends from Brunswick, generally following the Androscoggin River north through Lisbon, and then on to Lewiston where it dead-ends close to the downtown and not far from another rail line which goes into New Hampshire and on to Montreal. When its owners first filed intent to abandon this piece of track, it was viewed as a possible passenger route from Portland (and Old Orchard Beach) to Montreal, an important seasonal summer route. The State moved to acquire the track, and the owner soon afterwards rescinded abandonment proceedings. This line has long-range potential to serve the rail commuter needs of the State.

- A. Legal study.** Undertake a legal analysis of current operations on the Lewiston Lower Branch and the recourses available to the State.

Marine highway. A privately operated high-speed ferry now operates between Bar Harbor and Yarmouth, Nova Scotia. Region 5 has no direct connection to this service.

- A. Expansion to Rockland.** Work with the private sector and the City of Rockland to support expansion of the high-speed ferry service between Rockland and Bar Harbor.
- B. Steamship route ferry service.** Consider the establishment of ferry service along the original steamship route connecting Bath, Boothbay Region, Rockland, Camden, Searsport, Belfast, Castine, and Bar Harbor.
- C. Existing ferry service.** Continue to maintain and improve existing ferry service to the major islands in Penobscot Bay.

Bicycle facilities. With the exception of the Brunswick off-road bicycle/pedestrian trail, and some city sidewalks, there are few facilities for bicyclists and pedestrians in Region 5 other than the region's roads.

- A. East Coast greenway.** Continue efforts to support establishment of the East Coast Greenway in the greater Mid-Coast region. Once portions of the trail are established they should be mapped and signed to allow easy access by the public.

- B. Shoulder paving priorities.** Undertake shoulder-paving projects in accordance with the shoulder paving priorities developed by RTAC-5, particularly the 13 priorities recommended in the Bicycle Subcommittee's report.
- C. Separate bicycle/pedestrian facilities.** Support the establishment of separate bicycle/pedestrian facilities throughout the region. Paved shoulders are important, but the vulnerability of cyclists and pedestrians makes shared use of high speed, heavily traveled roads unsafe and little used by the vast majority of cyclists and pedestrians.
- D. Relationship with MDOT/RTAC.** Strengthen the relationship between MDOT and the bicycling/ pedestrian community. Within Region 5, there are a number of groups working to improve conditions for non-motorized transportation in Brunswick, Thomaston, Rockport, Camden, Rockland, Lincolnville, and Belfast. These local groups bring a great deal of knowledge and skill to the table. Whether under the auspices of RTAC-5 or otherwise, it would be helpful to encourage representatives from these groups to meet regularly to discuss local projects and regional connections.
- E. Lincolnville T-2000 Plan.** Use the Lincolnville T-2000 plan, previously approved by RTAC 5, as a model for establishing a bicycle facility.
- F. Camden Union Street Plan.** Use the Union Street Plan as a model for multi-jurisdiction planning and funding acquisition for bicycle and pedestrian paths.

Transit systems. With the exception of Bath City Bus and several inter-city carriers such as Vermont Transit, there are no fixed route public transit systems in the region. Coastal Trans, Inc. and Waldo County Committee for Social Action each operate demand response systems, but these systems primarily serve the transportation-disadvantaged who are clients of various social service funding programs. These demand response systems are poorly understood by the general public and are not convenient to use. Federal and state funding support is limited.

- A. Transit Loops.** Study the feasibility of transit loops in Mid-coast region.

Funding for Passenger Transportation;

- A. Existing carrier subsidy.** To the extent that funds become available, consider subsidizing an existing interstate carrier to extend service to un-served population centers and provide more frequent service.
- B. Multi-modal subsidy.** Consider subsidizing one or more transportation providers to provide multi-modal connections (for example, from rail to high speed ferry).
- C. Funding for alternative modes.** Identify a broad menu of funding possibilities for alternative modes such as raising Turnpike tolls and dedicating rail freight taxes to rail infrastructure.
- D. Passenger rail trust fund.** Urge the establishment of a passenger rail trust fund, to be financed through the earmarking of existing taxes now collected from freight railroads, in order to provide a reliable financial underpinning to commuter services.
- E. Funding regional bicycle/pedestrian planning and development.** Establish a funding mechanism outside the enhancement program for planning and developing regional bicycle transportation facilities. The current enhancement program limits eligible projects to a single municipality or small group of municipalities.

III. MDOT Response to RTAC 5 Advice

Placeholder for summary of MDOT-Adopted RTAC advice for inclusion in Six-Year Plan. Suggest including in executive summary

IV. APPENDIX A

Summary of Community Officials Survey

V. APPENDIX B

SENSIBLE TRANSPORTATION POLICY RULE

VI. APPENDIX C

STATUS OF PLANNING IN THE REGION

(This section is a placeholder for an inventory of communities with comprehensive plans as well as those undergoing planning for the first time or updating existing plans. This inventory will note those communities that have plans deemed consistent by the State Planning Office with the Comprehensive Planning and Land Use Regulation Act. The goal is to complete a matrix involving these general local plan characteristics as well as specific policies that relate to the transportation system elements in that community. Region 5 communities are encouraged to submit information to MDOT and RTAC 5 to complete this section.)

<i>Community</i>	<i>Adopted Plan Date</i>	<i>Plan deemed “consistent” by SPO</i>	<i>Implications of “Growth Area” designation on Transportation System</i>	<i>Other policies affecting transportation system</i>